

Performance Standards for 406 MHz ELT's; d. Report on Inclusion of HIRF "Pass-Fail" Criteria in DO-160D, Environmental Conditions and Test Procedures for Airborne Equipment; e. Proposed Letter to the FAA on NAS Architectural Issues Pertaining to Communication, Navigation, and Surveillance; f. Technical Management Committee Systems Management Working Group Report; (5) Other Business (RTCA Annual Membership Meeting and Awards Luncheon); (6) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 12, 1997.

Janice L. Peters,  
*Designated Official.*

[FR Doc. 97-6806 Filed 3-17-97; 8:45 am]

BILLING CODE 4810-13-M

### **Intent To Rule on Application To Impose a Passenger Facility Charge (PFC) at Pellston Regional Airport of Emmet County, Pellston, MI**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose a PFC at Pellston Regional Airport of Emmet County, Pellston, Michigan, under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).  
**DATES:** Comments must be received on or before April 17, 1997.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. Raymond Thompson, Airport Manager, of the County of Emmet, at the following address: Pellston Regional Airport of Emmet County, U.S. 31 North, Pellston, Michigan 49769.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Emmet under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose a PFC at Pellston Regional Airport of Emmet County under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 27, 1997, the FAA determined that the application to impose a PFC submitted by the County of Emmet was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 10, 1997.

The following is a brief overview of the application.

*PFC Application No.:* 97-05-I-00-PLN.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* January 1, 1998.

*Proposed charge expiration date:* April 1, 1998.

*Total estimated PFC revenue:* \$17,500.00.

*Brief description of proposed project:* Replace Aircraft Rescue Fire Fighting Vehicle.

*Class or classes of air carriers which the public agency has requested not be required to collect PFC's:* FAR Part 135 operators who file FAA Form 1800-31.

Any person may inspect the application in person at the FAA Office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice, and other documents germane to the application in person at the County of Emmet.

Issued in Des Plaines, IL, on March 11, 1997.

Benito De Leon,

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 97-6807 Filed 3-17-97; 8:45 am]

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### **Federal Highway Administration**

#### **Advanced Rural Transportation Systems Strategic Plan; Request for Information**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; request for information.

**SUMMARY:** The Federal Highway Administration is seeking comments from all sources (public, private, governmental, academia, professional groups, public interest groups, etc.) on the Strategic Plan for Advanced Rural Transportation Systems (ARTS) portion of the Intelligent Transportation Systems (ITS) Program. The ARTS Strategic Plan defines the vision, mission and goals from the Federal perspective for achieving the benefits of the ITS program in rural areas. This is not a request for proposals or an invitation for bids.

**DATES:** Your comments on this announcement should be submitted no later than April 17, 1997.

**ADDRESSES:** Your comment on these important issues are greatly appreciated, but responses will not be acknowledged. Responses should be mailed to FHWA, Intelligent Transportation Systems Joint Program Office, HVH-1, Rm 3400, Washington, DC 20590. However, E-mail responses are encouraged, and should be addressed to [raymond.resendes@fhwa.dot.gov](mailto:raymond.resendes@fhwa.dot.gov).

**FOR FURTHER INFORMATION CONTACT:** Mr. Ray Resendes, ITS Joint Program Office, (202)366-2182, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:15 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** ITS uses advanced communications, computer and surveillance technologies to address surface transportation problems. When effectively deployed, ITS services can provide safer and more secure travel, improve traffic flow in congested areas, reduce the harmful environmental impacts of traffic congestion, and help travelers and businesses achieve improved levels of productivity. The national ITS program is being advanced as a partnership between the private sector, academia and all levels of State